

To: John Parangosky

1 July 1963

Subject: Action to be Taken as a Result of Accident to  
Aircraft #123.

The following indicates the action we are taking regarding the recommendations of the accident board after the crash of #123.

1. As soon as the revised Rosemont probe is available, it will be retrofitted to all aircraft. A study will be made to determine whether we can use an air pressure-operated angle of attack indicator to provide added safety.
2. Our training classes will be improved with a better discussion of the slow speed flying characteristics of the aircraft, and we will point out in a more thorough manner the difference between equivalent air speed and indicated air speed.
3. Steps have been taken to get the L. A. S. <sup>2</sup> crash recorder revised to cover our air speed and altitude range. When available, they will be installed in the aircraft during the flight test and training stages. A separate pitot static source is to be supplied to this instrument, with total head tube deiced, and a calibration obtained between it and the basic aircraft system on our various flight tests. If we can obtain a suitably reliable selector valve, I would want to tie the aircraft altimeter and indicated air speed to the alternate system. If we do this, we must be very specific in pointing out the calibration factors, which I expect to be large, in our emergency instructions and basic training programs.
4. While I have requested L. A. S. to go all-out to provide us with revised crash recorders, and they are responding, I feel the best solution to this problem is to install   as soon as possible. When this is done, the crash recorders should be removed. However, this decision is up to you.
5. While the electrical system was not involved in the accident, we will carry on our development of the four-inverter arrangement, to provide coverage in case of inverter failure.

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6. A light system will be installed to indicate when current is flowing in the pitot tube deicing system. It will be de-activated at  $M = 1.5$ .
7. The recommendations in the accident report having to do with personnel equipment will be put into effect, but I do not believe we should change the main parachute canopy release lock.
8. We will expedite the revision to the seat ejection system to allow the seat to be jettisoned in spite of a failure of the canopy arming system.

Sincerely,